

INTERBOROUGH SUBWAY GRAB APPROVED

2 DROWN, 3 SAVED IN JAMAICA BAY

Weather-Unsettled to-night and Wednesday; colder.

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NIGHT EDITION

The



World.

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"Circulation Books Open to All."

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N. Y. CENTRAL IS TO BLAME, SAYS CORONER

Diggers in Power-House Ruins Bowled Over by New Explosion.

LIST OF INJURED GROWS

10 Dead, 150 Hurt, Revised Figures of Disaster—Whitman Hunts Evidence.

The theory that accidental ignition of Pintch gas was responsible for the loss of ten lives and the injury of 150 persons in the Grand Central Station explosion yesterday was strikingly confirmed today when two explosions took place in the debris. The explosions were caused by a spark from a workman's pick which communicated with gas held in pockets under the mass of timbers, steel beams, concrete and brick.

Half a dozen workmen were bowled over by the exploding gas, but the work of clearing away the ruins was only momentarily halted. A force of 300 workmen and a big New York Central wrecking crane is engaged in the task of removing the wreckage and tearing the damaged building apart.

Vice-President Daly of the New York Central announces that all of the employees of the road who by any possibility could have been near the scene of the explosion have been accounted for. The only chance that there are bodies in the ruins rests in the possibility that a passerby may have been killed and buried under the wreckage on the sidewalk.

More Damage Is Reported.

The widespread effects of the explosion are becoming more apparent as owners of buildings in the zone of damage are being notified. At the suggestion of Capt. O'Connor of the East Fifty-first street station the Department of Buildings has sent a corps of inspectors into the district to make an examination of every building that was liable to damage from the shock.

Capt. O'Connor's action was prompted by reports from his patrolmen concerning the condition of buildings under their observation. Assistant District Attorney Lavelle and Coroner Holtzhauser, with a corps of photographers, visited the ruins today to prepare testimony for use at the inquest. Pictures of the wreck were taken from all angles, and Mr. Lavelle questioned a number of employees of the New York Central.

Railroad's Fault, Says Coroner.

Coroner Holtzhauser, from the information he has gathered, is of the opinion that responsibility rests with the New York Central. The following is his summary up of the situation: "I base my contention that the railroad company is responsible on three established facts: "There were no sandboxes on the train which Motor Engineer Seagratt ran into the buffer and which smashed the Pintch gas pipe. Had the train been equipped with sand it could have been stopped before reaching the buffer. "The Pintch gas pipe was not properly protected. It should have been underground and out of danger from any train which might crash through the buffer. "The company had no permit to store Pintch gas in tanks in the Grand Central station."

(Continued on Fourth Page.)

Cut Xmas Shopping Troubles in Two.

2,356 Holiday Positions, Workers, Miscellaneous Buying and Selling Opportunities, &c., were individually advertised in yesterday's morning WORLD—More than in Any Two Other New York Morning Newspapers Combined—WORLD ADS. Save Effort, Time and Money

Wife Who Cordially Greeted the Husband She Divorced



MRS. STERLING POSTLEY.

POSTLEY AT PIER MEETS WIFE WHO OBTAINED DIVORCE

Couple Exchange Greetings and He Takes Their Son to Hotel Gotham.

Although divorced from his charming wife, Sterling Postley, son of the late yachtman, Commodore Clarence Postley, met her at the pier when she arrived on the America today, took charge of their son, Clarence Jr., a handsome lad about ten years old, and hurried away with him to the Hotel Gotham, where he had engaged rooms for Mrs. Postley and the boy.

The meeting between the divorced couple was quite cordial, and Mrs. Postley said she was willing to let her son spend as much time as possible in the company of his father.

A San Francisco Belle. Mrs. Postley was Ethel Cook, a beautiful society belle of San Francisco. She married Sterling Postley at her home on Nov. 25, 1895, and after a long honeymoon in Europe and the Orient they took a house at No. 57 Fifth avenue in this city.

The couple reached an agreement to separate about five years ago and since that time Mrs. Postley has resided in Paris. She brought suit for divorce in the French capital last summer and received a decree in November, but the decree will not become final until the lapse of two or three months. The divorce was not contested.

Through gossip circulated by Americans returning from Paris some of the passengers on the Acadia got the erroneous idea that Mrs. Postley was to be served with papers in a divorce suit on her arrival at the pier in Holoken.

Bad for Curiosity Seeker. There was a great deal of quiet curiosity attending her arrival, and perhaps some disappointment when her husband and her mother met her, and after a brief conversation Mrs. Postley went away with the boy. Mr. Postley is living at the Plaza. Mrs. Cook came on from San Francisco to meet Mrs. Postley and Mr. Postley attended to securing a suite of rooms for them at the Gotham, where they will reside until they start for a visit to the Pacific coast. It is Mrs. Postley's intention to return to France.

CHILDREN TORN BETWEEN PARENTS IN COURT ROOM

Awarded to Father, Two Boys Cling to Skirts of Mother Despite Decree.

Two little boys, who were taken from their mother and given into the custody of their father by Supreme Court Justice Davis today, set up such a noisy protest in the corridor of the courthouse that the dignity of the law was seriously threatened for fifteen minutes. The children were John and Anthony Shimek, eight and six years old respectively. Their father, John Shimek, is a contractor and lives at No. 22 East Forty-sixth street.

Shimek and his wife have been separated for some time. He got a writ of habeas corpus last month directing Mrs. Shimek to produce the children in court. She came, but didn't bring the two boys. Justice Davis told her to produce the children next day, but she ignored the court order.

Justice Davis learned that Mrs. Shimek was acting as housekeeper for Herman Werner, a saloonkeeper at Tenth avenue and One Hundred and Sixty-eighth street, and sent an officer after her and the children.

Shimek said in court today that he was willing to take his wife back, but she would not consent. Justice Davis told Shimek to take the children home and to allow Mrs. Shimek to call on them once a week if she desired. Shimek was directed to report to Justice Davis Feb. 20, when he said he would consider whether Mrs. Shimek is entitled to more consideration.

Both boys pulled and tugged at Mrs. Shimek's dress as they were being led out of court. When Shimek started to take them away they began crying. Mrs. Shimek, too, was overcome, and it was some time before the attendants could quiet her. Shimek was almost distracted, but finally reminded John and Anthony the the grandest Christmas they ever had, and soon their eyes dried and they went away with him, apparently contented.

ELKINS MUCH BETTER. IS REPORT TO SENATE.

WASHINGTON, Dec. 20.—In announcing in the Senate that Senator Elkins was detained at home by serious illness, Senator Scott of West Virginia today added: "I am glad to say he is much better."

TWO DROWN IN ICY JAMAICA BAY AND THREE ARE SAVED

Hero Swims to Imperilled Five Off Holland Station and Rescues One.

CAPSIZED BY A FLOE.

Young Fishermen Sink in Desperate Struggle to Reach Shore by Own Efforts.

Two young men of Rockaway Beach were drowned this afternoon by the capsizing of a rowboat in Jamaica Bay. Three others who were with them escaped with their lives, two swimming ashore and one being rescued by a hardy native, who jumped into the icy water just in time.

The drowned were Bruce Bond, twenty-one years old, of No. 9 Bond avenue, the son of a wealthy real estate dealer, and his cousin, David Jamison, nineteen years old, of No. 11 Bond avenue. These two, with Fred Vollmer, twenty-four, of Ocean avenue, Seaside; William Phillips, twenty-three, of No. 2 Wolcott avenue, Rockaway Beach, and William Cassidy, twenty-six, of No. 21 Bond avenue, went on Jamaica Bay fishing this afternoon.

They were in an eighteen-foot rowboat, the property of a volunteer life-saving corps, of which all were members.

Upset by Sunken Floe. The bay is partially filled with floating ice. At a point off Holland Station the boat, propelled lustily by its occupants, ran sideways upon a partially submerged cake of ice and turned over. The five young men were thrown into the water.

All were good swimmers, but they were impeded in their movements by heavy clothing. No one ashore had seen the mishap and they struck out for the beach. None, it appears, had any idea that any of the others would not be able to get to land.

Vollmer and Phillips succeeded in reaching the beach unaided. Cassidy became exhausted some fifty feet off shore and shouted for help. His companions were too exhausted to help him, but Samuel Frazer of Inwood happened along, jumped in and rescued Cassidy.

Bond and Jamison succumbed to the chill of the water and their heavy clothing, at some point between the seals of the capsizing of the boat and the shore. No one saw them go down. Dr. Schenck of Boulevard, Rockaway Beach, attended the three survivors. Cassidy was about all in, but vigorous remedial measures brought him around. Vollmer and Phillips, after getting dry clothes at their homes, returned to the scene of the accident and assumed direction of the work of dragging for the bodies of Bond and Jamison.

TAFT STAYS DEATH OF MAN IN HONOLULU.

Gallows Sentence of Ship's Officer, Convicted of Murder, Commuted by the President.

WASHINGTON, Dec. 20.—President Taft today commuted to life imprisonment the death sentence passed upon John Wynne, an officer on the steamer Rosemaria at Honolulu, Hawaii, for the murder of a man named McKinnon, civil engineer on the vessel.

President Taft takes the view that intoxication at the time of committing murder may be urged in extenuation of the degree of the crime. Many petitions for the commutation of the sentence were received by the President from Honolulu and San Francisco. Wynne's aged mother, living in Ireland, has never heard of her son's plight.

THREE-MASTER ABANDONED, CREW IN PERIL IS SAVED.

BOSTON, Dec. 20.—The three-masted schooner, Preference, of Windsor, N. S. E., bound from Elizabeth, N. J., for St. John, N. B., was abandoned in a sinking condition on Sunday off the Georges Banks. Capt. Gale and his crew were rescued by a fishing vessel and landed here today.

Are You Going South? Baited, West Indian and Bermuda steamships at 15 World Travel Bureau, Atlantic Hotel, World Building, 22nd St., New York. Telephone Beckman 4000. Check room for baggage and parcels always open. Passes and tickets for all parts of the world. Money orders and travelers checks issued. Table on call.

PUBLIC SERVICE BOARD BACKS SUBWAY MONOPOLY

Shouts:---I've Eaten the Canard!



RAT TRAP HOLDS BURGLAR WHO HAS BAD LUCK RECORD

Reaching for Ring, Meany's Fingers Are Caught and Broken by Spring.

(Special to The Evening World.) TRENTON, N. J., Dec. 20.—Jason Meany, who says his home is in Chicago, is facing a prison sentence as a result of an accident that befell him while he was looting the home of Mrs. Julian Voorhees, in the aristocratic residential section of the city.

Meany had made a good haul of silverware in the Voorhees home and was about to leave when he discovered a diamond ring. He was inspecting this when it dropped from his fingers and rolled under a stove. While groping for it in the dark he put his right hand into a rat trap. There was a sudden snap and the burglar screamed in pain. Three of his fingers were broken. So great was his suffering that he made no attempt to escape. He pleaded to be sent to a hospital, but the police believed a cell was the safest place for him.

According to Meany, his first experience in burglary was in Chicago three years ago. He was trembling, and in order to steady himself he leaned against the front of a piano. He did not notice the lid was open. Several keys sounded and before he could flee he was confronted by a woman who held a revolver in her hands. A lamp exploded while he was turning it up during his second experience and a third capture was due to the mewing of a cat whose rest he had disturbed. Several keys sounded and before he could flee he was confronted by a woman who held a revolver in her hands. A lamp exploded while he was turning it up during his second experience and a third capture was due to the mewing of a cat whose rest he had disturbed.

House Favors Deficiency Bill. WASHINGTON, Dec. 20.—The House of Representatives today agreed to the Senate amendments to the Urgent Deficiency bill. The bill as amended carries an appropriation of a little more than \$1,000,000.

Sends to Board of Estimate Approval of Interborough's Grab of Entire System and Expenditure of City's Available \$53,000,000.

BIGGEST GAME OF BUNCO WORKED BY TRACTION RING

Result Is In Line With Evening World's Exposure of Jugglery That Has Been Practiced to Confuse the Public and Leave Transportation Monopoly in Control.

The Public Service Commission today surrendered to the traction ring. In a communication sent this afternoon to the Board of Estimate and Apportionment the five members of the commission unanimously accepted the offer of the Interborough Rapid Transit Company to fasten a monopoly upon New York City for all time to come provided "certain features not now satisfactory can properly be adjusted."

The names of these commissioners are William R. Wilcox, Edward M. Bassett, Milo R. Maltbie, John E. Eustis and William McCarroll. All were appointees of Gov. Hughes, and for three and one-half years they have been paid at the rate of \$15,000 a year each.

In political circles the surrender of the commission to the traction ring is understood to mean that there will be no change in the personnel of the commission for the next two years at least.

The features that the Public Service Commission has not accepted include more enlightenment on the Interborough's Fourth avenue proposition of operation. In this the Interborough, through a system of fine bookkeeping, could have had the city pay whatever deficit there was and thereby prevent the city from overshauling in any of the profits.

Another matter that must be explained satisfactorily before acceptance is made is the method of computing the revenues. It is to be determined what system shall be employed to determine the total receipts from the sale of tickets.

The Eastern Parkway plans also will have to be changed, for the Public Service Commission's plans provided for a two track, while the Interborough plans provide for four tracks.

The Public Service Board's communication is as follows: "The service Board's letter."

Under date of Dec. 5 the Interborough Rapid Transit Company submitted a proposition for extensive additions to its subway system, a copy of which is transmitted herewith. This proposition, provided certain features not now satisfactory can properly be adjusted, the commission is prepared to accept.

In submitting this proposition the Interborough Company stated that it was conditional upon favorable action upon its proposition to third-track and build additions to its Second avenue, Third avenue and Ninth avenue elevated roads and to complete and put in operation the Steinway Tunnel.

This elevated railroad proposition is generally treated of in its letter of June 10, 1909, a copy of which is also transmitted herewith. The matters embraced in the proposition of June 10, with the exception of the one referring to the Steinway Tunnel, have reached a point where they have been embraced in draft contracts upon which a public hearing is to be held on Dec. 21 and which when acted upon by the Commission, will be submitted to you for your approval and consent in accordance with the provisions of the Rapid Transit Act.

The fundamentals of the elevated railroad proposition are:

- 1.—LINES.
 - (a) The third-tracking of the Second, Third and Ninth avenue elevated lines.
 - (b) The extension of the Second avenue line over the Queensboro Bridge into the Borough of Queens.
 - (c) The extension of the Third avenue line through Willis and Bergen avenues to a connection with the West Farms division of the subway at or about Brook avenue.
 - (d) The extension of the Third avenue line along Webster avenue, White Plains road and other streets to Becker avenue or Two Hundred and Forty-first street.
 - (e) The extension of the Ninth avenue line along Hill and Jerome avenues and other streets to Woodlawn Cemetery.

2.—TERMS.

- (a) The construction to be done and interest in property provided wholly at the cost of the Interborough Company and the Manhattan Railway Company. Such cost is estimated at about thirty-two million (\$32,000,000) dollars.

Plans for Third-Tracking.

- (a) A term for the third-tracking equal to the term of the main franchise with the right reserved to the city to terminate such third-tracking right at any time after ten years from the beginning of operation and to extend such third-tracking, subject to termination after ten years, to the end of the first twenty-five years and thereafter at intervals of twenty years. The rate for the first twenty-